
ALPINE COUNTY
LOCAL TRANSPORTATION COMMISSION
OVERALL WORK PROGRAM

2009-2010

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I. INTRODUCTION

Alpine County comprises 723 square miles of land situated along the crest of the Sierra Nevada in east-central California. The County's topography is characterized by high rugged peaks and ridges, deep canyons, mountain meadows and numerous streams and lakes. The County is located 15 miles south of Lake Tahoe and is bounded to the east by Douglas County, Nevada. It is crossed generally east to west by State Highways 4 and 88, and north to south by State Highway 89. More than ninety percent of Alpine County's land area is federally owned and administered by the U.S. Forest Service or Bureau of Land Management. The County's population increased significantly during the 1970's; however, in the 1990's and 2000's remains the State's least populated county with a permanent population of approximately 1200. Most of the population lives near or in the communities of Markleeville, Woodfords, Bear Valley or Kirkwood. The County's scenic beauty and remote mountainous character make it a favorite tourist area, which is visited by an estimated 2 million people annually.

The major transportation issues facing Alpine County are directly related to the increase in through traffic and recreational traffic, and an increased maintenance and material costs. There is also goods movement through the County on State Route 88, a significant all year truck route crossing the Sierra Nevada mountains. It is important there is coordination with adjacent RTPA's in characterizing and planning for region wide goods movement.

Annual work programs are prepared by local transportation commissioners for the purpose of applying for State Rural Planning Assistance Funds (RPA) and other available financial resources that are directed toward the continuous update and improvement of Regional Transportation Plans.

In 1972, the Legislature required that Regional Transportation Planning Agencies be formed throughout the State. Among the responsibilities of these agencies was the preparation of Regional Transportation Plans. The Alpine County Local Transportation Commission (LTC) was designated the Regional Transportation Planning Agency for Alpine County. The LTC's first RTP was prepared by Caltrans District 10, under the direction of the LTC and adopted in April 1975. The required updates were also prepared by Caltrans and adopted in 1976, 1977, and 1980. In 1982, the RTP was prepared by the Central Sierra Planning Council (CSPC) and incorporated into the County General Plan as the Circulation Element. In 1985, 1986, and 1988 the County reaffirmed the goals and policies of the 1982 RTP, and in 1990 CSPC updated the 1982 RTP. In 1992 the updated RTP was reaffirmed with minor amendments. In 1999 the Local Transportation Commission adopted an updated General Plan, including an updated Circulation Element/RTP. Alpine County completed its most recent RTP Update in 2006.

Caltrans is committed to improving its transportation data and seeks to work with the Transportation Commission to obtain more precise data for incorporation into Corridor System Management Plans and Route Concept Reports

II. ORGANIZATION AND MANAGEMENT

The organizational structure of the Alpine County Local Transportation Commission has changed since the 1975 plan was adopted. The Local Transportation Commission is still composed of the five members of the Board of Supervisors. The County's Community Development Director is now designated as the agency's Executive Secretary.

The Memorandum of Understanding (MOU) entered into between the Alpine LTC and the State of California was updated in March of 1986. The MOU set forth responsibilities for each agency and established committees. Committees include the RTP Technical Advisory Committee (RTP/TAC), consisting of the County Public Works Director, County Planner, the County Engineer, and a representative of Caltrans, District 10. A new MOU between the Alpine LTC and the State of California was executed in 2003.

III. PUBLIC PARTICIPATION

Public participation is solicited and involved at many points in the local transportation planning process. During FY 88/89, the LTC established a Social Services Transportation Advisory Council (SSTAC) pursuant to the requirements of SB 498. The SSTAC is made up of members representing seniors and handicapped in the County as well as the county Health Department and Social Services Department. The Council meets as needed to advise the LTC about special transportation needs in the county. Citizens are encouraged to take an active role in all LTC meetings and provide input for special issues (i.e., public transportation, unmet transit needs and Section 18 FTA Funds - Federal Transit Administration). During development of the 1990 RTP Circulation Element Update, several public hearings were held throughout the County, whereby the public provided comments and suggestions for consideration. Well noticed public hearings are also held to consider draft RTP/Circulation Element updates before they are adopted. During preparation of the Alpine County 2001 RTP Update, a significant new effort was put forth to ensure public participation. Consultants preparing the RTP Update conducted outreach to Native American tribal governments to ensure that their concerns have been addressed. In the 2006 RTP Update extensive outreach to the tribe was again performed. Concurrently, a separate consultant working on the County's Transit Needs Assessment coordinated with the SSTAC and contacted other transit disadvantaged groups and individuals. This Overall Work Program contains a specific work element for interagency coordination (WE 09/10-3). Special efforts to involve underrepresented interests in the planning process and to include "livable community planning" and "context sensitive design" were also parts of work elements for the Highway 4 and Highway 88 corridor planning projects. This outreach and input effort has been considered by the Alpine County LTC as will public input from the public review and public hearing process conducted prior to adoption of the County's 2006 RTP Update. Notices of these public hearings are distributed at posting sites geographically distributed throughout the County (Markleeville, Woodfords, Kirkwood and Bear Valley).

IV. NATIVE AMERICAN CONSULTATION

The Washoe Tribe of Nevada and California is a federally recognized tribal government with their affiliate Woodfords Washoe Community Council situated in Alpine County. In preparation of Alpine County's recent (2006) Regional Transportation Plan Update, coordination and consultation was carried out with the Washoe Tribe. Transportation planning needs were discussed with the tribal council's environmental director for the Washoe Tribe in Gardnerville, Nevada as well as the Tribal Chairman of the Woodford's Washoe Community Council. Native American issues were as follows:

1. The roads on tribal land in the Woodford area are in serious need of rehabilitation.
2. Help is needed for plowing snow on tribal roads.
3. Some form of transit from the tribal housing area to government and commercial facilities is needed.

V. WORK PROGRAM

The individual Work Elements in this Work Program describe both the work activities and responsibilities for carrying out those activities in Alpine County during the 2008/09 fiscal year.

The primary concerns addressed in this 2008/09 Work Program are: (1) to comply with legislative mandates, (2) continue to participate in transportation corridor planning in adjacent counties to assure improved public highway to access Alpine County, and (3) to ensure that the planning process is conducted in a precise, informative and thorough manner.

All items included in the Work Program are considered to be the ones most appropriate to accomplish the continuing transportation planning process in Alpine County. Any modifications, eliminations, or additions to this Work Program by the LTC is deemed appropriate. Modifications are processed by the LTC for approval. Amendment dates should be shown on the front cover of the document. Changes involving State and Regional Planning Assistance Funds must also be reviewed and approved by Caltrans.

VI. FINANCING TRANSPORTATION PLANNING

For fiscal year 2009/10 Alpine County will be utilizing the County's Rural Planning Assistance (RPA) funds and STIP Planning, Programming, and Monitoring (PPM) funds.

The Work Program has been developed with the intent of being responsive to the desires of both the Alpine LTC and the State. Consideration was given to priorities developed by the State and their relationship to the needs in Alpine County. The Alpine County 2009/10 OWP is consistent with the State's OWP guidance package including the FTA/FHWA Planning Emphasis Areas (PEAs) and the Intermodal Planning Group (IPG) themes.

VII. STATE PLANNING EMPHASIS AREAS

Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. The attached PEAs address objectives identified in FHWA and FTA Strategic Plans. They also address a mix of planning issues and priority topics identified during ongoing reviews of metropolitan and statewide transportation planning processes as requiring additional work.

The FHWA California Division has determined that the areas of emphasis for California's transportation planning and air quality program in Federal FY 2009 are:

- Financial planning and fiscal constraint;
- Congestion management process (CMP) and management and operations (M&O);
- Overall Work Program (priorities for CPG funding); and,
- State Implementation Plan (SIP) development coordination.

Financial Planning and Fiscal Constraint

A continuing area of emphasis for FHWA and FTA, based upon SAFETEA-LU requirements and recent financial planning guidance, is financial planning and fiscal constraint. New requirements since the passage of SAFETEA-LU include: total project cost must be included in the TIP for all projects, including those projects that are not seeking to be implemented during the timeframe of the TIP; and, project development studies may be funded for PE only, but this must be detailed in the TIP listing, and no environmental documents may be signed until the listing becomes a project and has been fully funded. The FHWA's Resource Center has recently completed a three-part report on how to better reflect fiscal constraint for transportation plans and programs. MPOs should now be utilizing the revised revenue and cost estimation templates and the revised financial tables developed through this partnership for all future Plan and TIP updates. MPOs are expected to keep project cost estimates and revenue assumptions up-to-date through this process, and should seek to keep open lines of communication with projects sponsors so that cost estimation procedures are clearly spelled out and understood, and updated along with any necessary program changes.

Congestion management process (CMP) and management and operations (M&O)

SAFETEA-LU identified M&O as one of eight planning factors and requires M&O strategies to be included in the metropolitan transportation plan. FHWA and FTA are promoting an objectives-driven, performance based approach to addressing these requirements and recently issued two guidebooks: *An Interim Guidebook on the Congestion Management Process (CMP) in Metropolitan Planning and Management and Operations in the Metropolitan Transportation Plan*. SAFETEA-LU also requires Transportation Management Areas to address congestion management through a process that provides for effective M&O, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 and 49 through the use of travel demand reduction and operational management strategies. In light of the guidebooks, FHWA and FTA

request that all MPOs examine the manner in which they are addressing the M&O, and if applicable the CMP requirement discussed below, in the metropolitan planning process.

The FHWA and FTA transportation planning regulations (23 CFR 450.320) require the transportation planning process in each TMA to include a process to address congestion management, including the development of a congestion management process meeting federal requirements. In addition, metropolitan planning organizations in a TMA designated as nonattainment for ozone or carbon monoxide are subject to planning regulation restrictions regarding the inclusion of single occupant vehicle capacity increasing projects in the transportation improvement program. FHWA and FTA request that each MPO for a TMA examine the manner in which they are addressing the CMP process requirements, and in TMA areas that are designated nonattainment for Ozone or CO, how they are addressing the federal planning regulation restriction on including SOV capacity increasing projects in the metropolitan TIP.

Work Program Development

SAFETEA-LU provides metropolitan transportation planning program funding for the integration of transportation planning processes in the MPA (i.e. rail, airports, seaports, intermodal facilities, public highways and transit, bicycle and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPA. Within the required framework of an integrated multimodal metropolitan transportation planning process, federal metropolitan transportation planning funds are also available to: carry out metropolitan transportation planning for highways, regional transit and bike/pedestrian improvements and strategies; to ensure coordination of transportation planning with other state and regional planning processes; and to prepare a metropolitan transportation improvement program. FHWA and FTA request that all MPOs review the OWP development process to ensure the activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are a priority for FHWA and FTA combined planning grant funding available to the region. The OWP should effectively demonstrate the relationship between all MPO transportation planning activities and the content of its work products.

FHWA and Caltrans will host two workshops on OPW development during November 2008. Caltrans, FHWA and FTA planning staff are available to assist MPOs who have questions concerning the development of the OWP.

Coordination for SIP Development

FHWA and FTA recommend that all MPOs in nonattainment or maintenance areas remain active participants in the process of setting emissions budgets in conjunction with their local air district, the California Air Resources Board and EPA. While MPOs are not required to be directly involved in the development process for State Implementation Plans (SIPs), the emissions budgets that result from these SIPs are crucial to meeting metropolitan transportation and air quality conformity requirements.

FHWA encourages all MPOs in nonattainment or maintenance areas to maintain or develop an understanding of the SIP development process so that the scheduling of their planning and programming process needs are accounted for in the course of the SIP development process. Upcoming issues upon which to keep current include EPA's new proposed PM 2.5 designations and the SIP Submittal deadlines in June 2009. Please ensure that any of the above items that pertain to a particular region are reflected in the MPO's activities and the work program.

VIII. TRANSPORTATION PLANNING FOR OTHER AGENCIES

The 08/09 OWP Guidance requires that an Information Element be included in the Overall Work Program. The Information Element is a list of other planning activities in the region, and is primarily comprised of Caltrans' System Planning activities.

Caltrans Transportation Planning Branches include System Planning, Inter-Governmental Review, and Regional Planning.

System planning is Caltrans' long-range transportation planning process used to identify and prioritize future transportation improvements in cooperation with its planning partners. System planning creates documents to be used as tools by project level staff assigned to subsequent candidate projects. System Planning approves a) Transportation Concept Reports, b) Transportation System Development Programs, and c) District System Management Plans.

The Transportation Concept Report (TCR) is a system planning document which includes a 20 year transportation concept for how a California State Highway should operate and broadly identifies the nature and extent of improvements needed on a facility to attain that operating condition. The TCR helps Caltrans to identify long-range objectives and guides short-term decisions for highway improvements. The TCR provides general information about route corridors including route designations, environmental conditions, right-of-way issues, transit, land-use and development issues, and present and future operating conditions and deficiencies. The TCR is prepared by Caltrans' staff in cooperation with the regional and local agencies that have jurisdiction within a corridor. The objective of the TCR is to have consensus on route or corridor concepts, improvement priorities, and planning strategies. It is for conceptual planning only and does not necessarily determine policy.

A Transportation System Development Program (TSDP) is a document that provides a benchmark for measuring progress toward attainment of the 20 year concept. The TSDP identifies transportation corridor improvements for modal options and applications analyzed in the TCR, District System Management Plan (DSMP), and regional studies. The TSDP improvements must be consistent with the strategies of the DSMP and should be consistent with regional plans.

The District System Management Plan (DSMP) is a long range improvement strategic and policy planning document, which is based on anticipated funding. The DSMP presents how the district envisions the transportation system will be maintained, managed and developed over the 20 years and beyond, and is the State's counterpart to the regional transportation plan (RTP).

Intergovernmental Review (IGR) is required by both State and Federal legislation. IGR evaluates all development plans for environmental impacts and the consequences of proposed projects in the reviewing agency's responsible areas. The District has established a formal Local Development Review (LDR) process to assess the impacts of proposed plans, projects, and programs on the State transportation system within the District, primarily through the review of environmental documents and supporting documentation. IGR is based on LDR.

Regional Planning serves as the initial point of planning contact at the District with the RTPAs, MPOs, and other planning partners. District regional planners are responsible for both technical assistance/comment, and the circulation of transportation planning related documents within District and Headquarters, such as OWPs, RTPs, ITS, etc.

A chart summarizing Caltrans' information element is shown as Attachment E.

Relationship Between Work Elements (WE)
and
SAFETEA-LU Planning Factors

The SAFETEA-LU Planning Factors should be incorporated in the OWP. Federal Planning Factors are issued by Congress and emphasize planning factors from a national perspective. The Federal Planning Factors are revised with new reauthorization. With the passage of SAFETEA-LU, the federal planning factors were expanded to eight (safety and security were split into separate planning factors). The eight planning factors (for both metro and statewide planning) are: (See Sample Matrix below which is applicable to the SAFETEA- LU Planning Factors.)

	WE 1	WE 2	WE 3	WE 4	WE 5	WE 6	WE 7	WE 8	WE 9	WE 10
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	X		X			X		X		X
2. Increase the safety of the transportation system for motorized and non-motorized users.				X		X		X		X
3. Increase the security of the transportation system for motorized and non-motorized users.		X						X		X
4. Increase the accessibility and mobility of people and for freight.						X		X		X
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.								X		X
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	X	X						X	X	X
7. Promote efficient system management and operation.	X	X							X	X
8. Emphasize the preservation of the existing transportation system.	X								X	X

WORK ELEMENT 08/09-1 TDA ADMINISTRATION

PURPOSE

The purpose of this work element is to ensure adequate staffing to fulfill the Commission's legal responsibilities under the Transportation Development Act (TDA). The purpose of this work element is also to hire an audit consultant to complete fiscal audits of the ACLTC and all "claimants" of TDA funds. This work element also provides work in statewide planning, coordination of human services transportation while increasing ridership and maintaining financial constraints. Oversee transit capital expenses.

PREVIOUS WORK

- Conduct unmet needs hearing process.
- Prepare LTF apportionments and allocations and review subsequent expenditures.
- Contract for and oversee completion of annual financial compliance audit.

PROPOSED PRODUCTS

- Unmet needs hearing notice, meeting, and resolution.
- LTF apportionments and allocations.
- Annual fiscal compliance audit.
- Continuous TDA program and budget oversight.
- Application for FTA funding for capital and operating

TASKS/METHODOLOGY

1. Unmet needs hearing notice, meeting, and resolution (July – June).
2. LTF apportionments and allocations (July – June).
3. Annual financial compliance audit (July – December).
4. Continuous TDA program and budget oversight (July – June).

FUNDING SOURCES/RESPONSIBLE AGENCIES

SOURCE Responsible Agency	LTF ACLTC/Administration	RPA Consultant Contracts	TOTALS
ACLTC & Consultant	\$10,000	16,000	\$26,000

WORK ELEMENT 09/10-2 PLANNING/PROGRAM ADMINISTRATION

PURPOSE

The purpose of RTPA administration is to provide and organize resources to ensure adequate transportation planning, fund administration, and public involvement for both local and statewide planning.

PREVIOUS WORK

- Conduct Alpine County Transportation Commission meetings/hearings as needed.
- Maintain office and staffing.
- Maintain budgets, Overall Work Programs, and proper accounting.

PROPOSED PRODUCTS

- Local Transportation Commission agenda transmittals, agendas, minutes and public hearing notices.
- Annual Overall Work Program and OWP amendments.
- Annual budget and budget amendments.
- Document Tribal government-to-government relations.
- Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders.

TASKS/METHODOLOGY

1. Local Transportation Commission agenda transmittals, agendas, minutes and public hearing notices (July – June).
2. Annual Overall Work Program and OWP amendments (July – June).
3. Annual budget and budget amendments (July – June).
4. Coordinate and consult with Tribal Government.
5. Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) communities/groups and community leaders.

FUNDING SOURCES/RESPONSIBLE AGENCIES

SOURCE Responsible Agency	RPA ACLTC/Administration	LTF Consultant Contracts	TOTALS
ACLTC & Consultant	\$3,000	0	\$3,000

WORK ELEMENT 09/10-3 PLANNING AND INTERAGENCY COORDINATION

PURPOSE

The purpose of this work element is to maintain an active and adequate transportation planning program fulfilling new State mandates, Caltrans regional planning emphasis priorities, and Federal emphasis and strategy areas. Public concerns and ideas will be integrated and reflected into transportation plans, projects, and policies. Recording public input and responding to public comments. Alpine County will use non-standard efforts to reach and engage all segments of the community using non-conventional methods as appropriate. These non-conventional methods could include announcements at community gatherings spots (i.e. churches, community center, articles, and non-profit newspapers, radio advertisements, public service announcements, etc. This will help ensure local awareness of opportunities to participate in the transportation planning process.

PREVIOUS WORK

- Attend California Transportation Commission (CTC) meetings and hearings as necessary.
- Attend Rural County Task Force (RCTF) meetings.
- Enter into an MOU with Amador and Calaveras Counties for pooling of RIP/STIP funds for four state highway projects.
- Maintain RTP Update and integral relationship with County Circulation Element.
- Participate and communicate with Caltrans Planning, Local Assistance, and other agencies as requested.
- Prepared 1998, 2000, 2002, 2004, 2006 and 2008 RTIPs.
- Participate in SR 88 Inventory and CTC STIP surveys.

PROPOSED PRODUCTS

- Attend California Transportation Commission (CTC) meetings and hearings as necessary.
- Attend Rural County Task Force (RCTF) meetings.
- Maintain Tri-County MOU as necessary including full funding for four state highway projects identified therein.
- Maintain public communications including public information and document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders.
- Maintain other interagency communications including RCTF, CTC, Tri-County, and Caltrans meetings.
- Maintain the regional Intelligent Transportation System (ITS) architecture as developed through the Sierra Nevada Regional ITS Strategic Deployment Plan as needs evolve within the region.
- Maintain documents on Washoe Tribal government-to-government relations in planning efforts.
- Prepare a DBE Plan.
- Initiate a Countywide evacuation plan as required by new State and Federal legislation.
- Apply for grants that improve transportation programs.

TASKS/METHODOLOGY

1. Participate in Tri-County MOU efforts to ensure project delivery and full funding from STIP (July - December).
2. Participate in efforts to extend Tri-County MOU to include additional state highway projects for future STIP cycles (July - June).
3. Maintain other interagency and public communications including RCTF (payment of RCTF dues \$500), CTC, Tri-County and Caltrans meetings as requested (July - June).
4. Maintain methods of critical communication with the public, including the following non-conventional methods: An Alpine County Public Works newsletter; attending tribal meetings; community surveys, information booth at county events; and attending public relations events. Also, continue to conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) communities/groups and community leaders.

FUNDING SOURCES/RESPONSIBLE AGENCIES

SOURCE Responsible Agency	RPA ACLTC/Administration	RPA Consultant Contracts	TOTALS
ACLTC & Consultant	\$7,000	\$0	\$7,000

WORK ELEMENT 09/10-4 STIP MONITORING

PURPOSE

The purpose of this work element would be to monitor the projects that were approved in the 2008 Regional Transportation Improvement Program.

PREVIOUS WORK

Alpine County worked with its neighbors in Calaveras and Amador County to include funding for 4 state highway projects in the 1998 STIP including:

- SR 4 Arnold Passing Lane
- SR 88 Cooks and Hams Stations Passing Lanes
- SR 49 Amador Bypass
- SR 4 Angels Camp Bypass projects

Funding for the projects first phases was programmed in the 1998 STIP. Project monitoring work was initiated in FY 00/01. Of the four Tri-County STIP projects three have been completed. The Angels Camp Bypass is the only current remaining project. Alpine County will continuing with planning for new road and highway projects for new funding to become available from the 2008 STIP program.

PROPOSED PRODUCTS

- Adopted 2010 Regional Transportation Improvement Program (RTIP)
- Plan for use of ARRA funding with STIP projects

TASKS/METHODOLOGY

1. Consultant will assist with preparation of 2008 RTIP while coordinating with Tri-County partners Amador County Transportation Commission and Calaveras Council of Governments. (Nov – Feb)
2. Consultant will continue to maintain project monitoring checklists that identify specific tasks needed to be accomplished for completion of environmental documents as well as milestone dates and individuals at Caltrans who are responsible for each task. Consultant will use the checklists to monitor Caltrans progress and report same to Alpine County Local Transportation Commission to make sure the 2008 STIP is not affected by the Angels Camp Bypass project. (July – June)
3. Consultant will conduct monthly meetings with Caltrans staff to monitor progress and help resolve problems associated with completion of the Angels Camp Bypass project. (July – June)
4. Consultant will communicate regularly with Alpine County staff regarding project delivery schedules and costs and other items that may affect the 2008 RTIP. (July – June)

FUNDING SOURCES/RESPONSIBLE AGENCIES

SOURCE Responsible Agency	RPA ACLTC/Administration	PPM Consultant Contracts	TOTALS
ACLTC & Consultant	\$0	\$5,000	\$5,000

WORK ELEMENT 09/10-5 TRIENNIAL PERFORMANCE AUDITS

PURPOSE

This Work Element provides triennial performance audits of LTC activities and Alpine Transit, as required by the Transportation Development Act and on the state Planning Emphasis Area.

PREVIOUS WORK

Triennial audit performed for the three year period ending June 30, 2006.

PROPOSED PRODUCTS

Adopted Triennial Performance Audit of the Local Transportation Commission and Alpine Mountain Transit for the following three fiscal years: 2006/07, 2007/08 and 2008/09.

TASKS/METHODOLOGY

1. Contract with a qualified consultant to conduct the triennial performance audits of the Local Transportation Commission and Alpine Mountain Transit.
2. Present draft Triennial Performance Audits to the Local Transportation Commission.
3. Begin implementation of recommendations of the Triennial Performance Audits

FUNDING SOURCES/RESPONSIBLE AGENCIES

SOURCE Responsible Agency	LTC ACLTC/Administration	RPA Consultant Contracts	TOTALS
ACLTC & Consultant	\$0	\$25,000	\$25,000

WORK ELEMENT 09/10-6 IMPROVE SUBDIVISION ROAD STANDARDS

PURPOSE

The purpose of this work element is to plan for updating road standards in subdivisions.

PREVIOUS WORK

- Previous work has been done by neighboring Amador and Calaveras Counties which have updated their road standards and could be applied to Alpine County. Alpine County Standards have not been updated since 1986, and are in dire need of revision to modernize and correct deficiencies.

PROPOSED PRODUCTS

- A report to the Transportation Commission on updating subdivision road standards in the county. If budget permits, develop draft revised standards and resolution for consideration by the board for adoption.
- Coordinate subdivision road standards with the Work Element 09/10-7 Circulation Element.

TASKS/METHODOLOGY (CONTINUED FROM PREVIOUS FY OWP)

1. Review current subdivision road standards.
2. Compare current subdivision road standards with adjacent county road standards.
3. Determine road standard desired for current and future subdivisions.
4. Determine how to implement improved subdivision road standards.
7. Develop draft revised standards and resolution for consideration by the board for adoption (optional task, budget permitting.)
8. Final subdivision and road improvement standards should be reviewed by both community developers and outside consultants prior to finalizing. All standards should be geared to improving community livability.
9. Determine type of sidewalks for downtown Markleeville area.

FUNDING SOURCES/RESPONSIBLE AGENCIES

SOURCE Responsible Agency	LTC ACLTC/Administration	RPA Consultant Contracts	TOTALS
ACLTC & Consultant	\$0	\$3,000	\$3,000

WORK ELEMENT 09/10-8 GEOGRAPHICAL INFORMATION SYSTEM UPDATE

PURPOSE

The purpose of this work element would be to update existing geographical information system (GIS) to include all State and county roads information including road signs to improve road monitoring.

PREVIOUS WORK

- GIS base map prepared by the Alpine County Community Development department.

PROPOSED PRODUCTS

- The proposed product of this work element would be to update the County's GIS system with road and highway information.
- Road signs, mail boxes, utilities and other structures in county or State highway road right of way will be located and included into GIS system.
- Pavement conditions, striping and other road or State highway information will be included into GIS system.
- Data on bicycle and sidewalks will also be included into GIS information as the information becomes available.
- Coordinate information from pavement management system into this work element.

TASKS/METHODOLOGY

1. Collect data on 117.8 County paved lane miles and other County roads and State highway.\
2. Transfer data to the County GIS program.

FUNDING SOURCES/RESPONSIBLE AGENCIES

SOURCE Responsible Agency	RPA ACLTC/Administration	RPA Consultant Contracts	TOTALS
ACLTC & Consultant	\$0	\$7,000	\$7,000

WORK ELEMENT 09/10-9 PAVEMENT MANAGEMENT SYSTEM

PURPOSE

The purpose of this work element would be to develop and maintain all county roads as to pavement condition and enter all data into a PMS program to provide highway performance monitoring.

PREVIOUS WORK

- Purchased a PMS program software and computer system capable of handling the software and data.

PROPOSED PRODUCTS

- The proposed product of this work element would be a current, in-depth condition survey with data entered into a PMS program to be used as an on-going tool for projecting road condition ratings and annual costs to maintain road condition.
- An analysis of deferred maintenance encumbered since the last PMS condition assessment in 1998 will be prepared.
- An informational report would be prepared for the Local Transportation Commission.
- PMS survey will also evaluate conditions of paved surfaces for bicycle routes and sidewalk conditions.
- Any data collected will be added to GIS map database.

TASKS/METHODOLOGY

1. Complete a condition survey of 117.8 paved lane miles.
2. Transfer field data to the PMS program.
3. Complete program and report process.

FUNDING SOURCES/RESPONSIBLE AGENCIES

SOURCE Responsible Agency	RPA ACLTC/Administration	RPA Consultant Contracts	TOTALS
ACLTC & Consultant	\$0	\$20,000	\$20,000

WORK ELEMENT 09/10-10 BICYCLE TRANSPORTATION PLAN / PEDESTRIAN TRANSPORTATION PLAN

PURPOSE

The purpose of this work element is to develop an Alpine County Bicycle Transportation Plan/Pedestrian Transportation Plan (BTP/PTP) funded with the Community Based Transportation Planning grant funds in the 2008/09 fiscal year. The planning document will involve working with representatives of the County, Caltrans, Tribal Government and interested citizens in determining current and future demands for bicycle and pedestrian facilities. The project will include an analysis of opportunities and constraints for developing bicycle and pedestrian facilities in Alpine County. The project will include prioritization of needed bicycle and pedestrian facilities and an assessment of funding opportunities. The project will include conceptual design and cost estimates for priority projects. Alpine County will be eligible for Bicycle Transportation Account (BTA) grant funds once the BTP/PTP is completed.

PREVIOUS WORK

None. Alpine County has never developed a bicycle or pedestrian plan.

PROPOSED PRODUCTS

- A County-wide Bicycle and Pedestrian Plan.
- Document Tribal government-to-government relations.
- Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders.

TASKS AND METHODOLOGY

1. Selected consulting firm identifies existing conditions.
2. Draft existing conditions is prepared.
3. Public outreach meetings are held to identify unmet transit needs, including Native American transit needs.
4. Draft BTP/PTP is prepared and presented to the SSTAC.
5. A public hearing at an LTC meeting is held for further input including recommendations from SSTAC.
6. A final BTP/PTP is prepared and presented to the SSTAC and LTC.
7. LTC adopts final BTP/PTP and submits to Caltrans.
8. Coordinate and consult with the Tribal Government.
9. Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) communities/groups and community leaders.
10. Plan for certain type of sidewalks for Markleeville and other areas as acceptable to the community.

FUNDING SOURCES/RESPONSIBLE AGENCIES

SOURCE Responsible Agency	RPA ACLTC/Administration	CBTP Grant Consultant Contracts	TOTALS
ACLTC & Consultant	\$5,000	\$44,800 (carryover)	\$49,800

WORK ELEMENT 09/10-11 REGIONAL TRANSPORTATION PLAN: 2010-2030

PURPOSE

The purpose of this work element is to update the combined Regional Transportation Plan and the County General Plan Circulation Element to fulfill newly adopted State guidelines and to include information requested or required by the California Transportation Commission to support projects nominated for State funding. The purpose of this work element will also be to ensure that the appropriate environmental document is adopted to serve for the RTP Update.

PREVIOUS WORK

- Alpine County General Plan Update, adopted May 18, 1999
- Alpine County 2001 Regional Transportation Plan, adopted December 18, 2001

PROPOSED PRODUCTS

Alpine County 2010 Regional Transportation Plan Update

TASKS/METHODOLOGY

1. Distribute RFP, conduct selection process, hire consultant.
2. Consultant reviews current Circulation Element/RTP and appropriate environmental document in comparison to State guidelines and CTC needs.
3. Consultant assists Alpine County LTC staff in soliciting public and agency input. Early involvement of the public and consideration of all public comments shall be considered in identifying regional transportation problems and issues and how public input will be used to develop recommended solutions during plan development.
4. Consultant meets with Washoe Tribe and maintains consultation/coordination with the Tribe throughout RTP Update process.
5. Consultant provides report to Alpine County LTC concerning proposed changes to Circulation Element/RTP and environmental document.
6. Consultant carries out research and analysis as necessary. The RTP Update shall expand discussion of trucking and goods movement issues.
7. Consultant prepares draft amended RTP and environmental document.
8. Consultant seeks LTC concurrence then distributes draft documents for public and agency review.
9. Consultant responds to any public comments and prepares amendments to RTP and environmental document per direction of Alpine LTC.
10. Consultant submits final documents for adoption.

FUNDING SOURCES/RESPONSIBLE AGENCIES

SOURCE Responsible Agency	RPA	PPM	TOTALS
Consultant	\$20,000	\$30,000	\$50,000

FUNDING SUMMARY CHART

Work Element	RPA Funds	RPA Consultant Contract	PPM Funds	Other Funds (Grants)	Total Funding
09/10 - 1 TDA Administration	10,000	16,000			26,000
09/10 - 2 Planning Programming Administration	3,000				3,000
09/10 - 3 Planning and Interagency Coordination	7,000				7,000
09/10 - 4 STIP Project Monitoring			5,000		5,000
09/10 - 5 Triennial Performance Audit		25,000			25,000
09/10 - 6 Improve Subdivision Road Standards		3,000			3,000
09/10 - 7 Circulation Element (carryover)			5,000		5,000
09/10 - 8 GIS Update		7,000			7,000
09/10 - 9 Pavement Management System (carryover)		20,000			20,000
09/10 - 10 Bicycle and Pedestrian Plan Grant (carryover)	5,000			44,800 (carryover)	49,800
09/10 - 11 Regional Transportation Plan: 2010	20,000		30,000		50,000
TOTAL	\$45,000	\$71,000	\$40,000	\$44,800	\$200,800

Attachment A

Transportation Planning Process Certification

A fully executed version of this transportation planning process certification must be provided with each adopted, Final OWP.

Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Alpine County Local Transportation Commission, Regional Transportation Planning Agency for Alpine County hereby certifies that the transportation planning process is addressing the major issues in the regional planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



RTPA Authority Signature

LTC Executive Secretary

Title

7/9/09
Date



Caltrans District Director Signature

Deputy District Director for Planning
Title & Local Assistance

7/23/09
Date

APPENDIX B
FTA Certifications and Assurances

**FEDERAL FISCAL YEAR 2009 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

Name of Applicant: County of Alpine

The Applicant agrees to comply with applicable requirements of Categories 01 - 23. X

OR

**The Applicant agrees to comply with the applicable requirements of the following Categories
it has selected:**

Category Description

- | | |
|-------------------------------------------------------------------------------------------------|-------|
| 01. For Each Applicant. | _____ |
| 02. Lobbying. | _____ |
| 03. Procurement Compliance. | _____ |
| 04. Private Providers of Public Transportation. | _____ |
| 05. Public Hearing. | _____ |
| 06. Acquisition of Rolling Stock. | _____ |
| 07. Acquisition of Capital Assets by Lease. | _____ |
| 08. Bus Testing. | _____ |
| 09. Charter Service Agreement. | _____ |
| 10. School Transportation Agreement. | _____ |
| 11. Demand Responsive Service. | _____ |
| 12. Alcohol Misuse and Prohibited Drug Use. | _____ |
| 13. Interest and Other Financing Costs. | _____ |
| 14. Intelligent Transportation Systems. | _____ |
| 15. Urbanized Area Formula Program. | _____ |
| 16. Clean Fuels Grant Program. | _____ |
| 17. Elderly Individuals and Individuals with Disabilities Formula Program
and Pilot Program. | _____ |

18. Nonurbanized Area Formula Program. _____
19. Job Access and Reverse Commute Program. _____
20. New Freedom Program. _____
21. Alternative Transportation in Parks and Public Lands Program. _____
22. Infrastructure Finance Projects. _____
23. Deposits of Federal Financial Assistance to State Infrastructure Banks. _____

**FEDERAL FISCAL YEAR 2009 FTA CERTIFICATIONS AND ASSURANCES
SIGNATURE PAGE**

(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant:

County of Alpine

Name and Relationship of Authorized Representative:

Brian Peters, LTC Executive Secretary

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and directives applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2009.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2009.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, as implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing

certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature

Date:

7-10-09

Name Brian Peters

Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): County of Alpine

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature

Date:

7/7/07

Name

Martin Fine

Attorney for Applicant

Each Applicant for FTA financial assistance (except 49 U.S.C. 5312(b) assistance) and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.



Scott Maas
<smaas@citlink.net>
07/21/2009 10:13 AM

To <mary_ann_avalos@dot.ca.gov>
cc Brian Peters <brian@pd.alpinecountyca.gov>, Debbie
Burkett <Debbie@pw.alpinecountyca.gov>,
<michael_robinson@dot.ca.gov>, Dan Brewer
bcc
Subject Re: Alpine County's 09-10 OWPA

Hi Mary Ann:

Alpine County agrees to comply with Categories 1 through 23 in Appendix B of the FTA Certifications and Assurances.

Thank you for checking the box on top for us.

Scott Maas
Maas & Associates
10 Renae Drive
Susanville, CA 96130
530-260-0991 (cell)
smaas@citlink.net

On 7/21/09 9:41 AM, "Dan Brewer" <dan_brewer@dot.ca.gov> wrote:

> Hi Scott.
>
> We now have the Final OWP (approved by ACLTC June 2, 2009) and the OWPA.
> Please note that Appendix B (FTA Certifications and Assurances) is signed
> by the County, however the type of compliance is not indicated by checking
> Categories 1-23.
> Please let Mary Ann Avalos of my staff and I know how you wish to correct
> this. Once that is corrected, Caltrans can then sign the OWPA for
> processing with the ORIP.
> Thanks.

>
> Daniel H. Brewer, AICP
> Chief, Rural Planning & Administration
> Caltrans District 10
> Planning & Local Assistance Division
> (209) 948-7112
> FAX (209) 948-7164

>
>
>
>
> Scott Maas
> <smaas@citlink.net>
> t>

> 07/21/2009 09:15
> AM

To
Dan Brewer <dan_brewer@dot.ca.gov>
cc
Brian Peters
<brian@pd.alpinecountyca.gov>,
Debbie Burkett
<Debbie@pw.alpinecountyca.gov>
Subject
FW: Alpine County's 09-10 OWPA

APPENDIX C

California Department of Transportation

Debarment and Suspension Certification for Fiscal Year 2009/2010

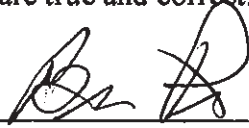
As required by U.S. DOT regulations on governmentwide Debarment and Suspension (Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's *Excluded Parties List System (EPLS)*, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2009/2010
SIGNATURE PAGE**

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature



Date

7-10-09

Printed Name: Brian Peters

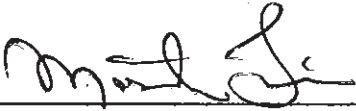
As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For: County of Alpine

Signature



Date

7/2/09

Printed Name

of Applicant's Attorney



Attachment D
OVERALL WORK PROGRAM AGREEMENT

1. The undersigned signatory RTPA hereby commits to complete the annual Overall Work Program (OWP), a copy of which was approved on June 2, 2009.
2. All of the obligations, duties, terms and conditions set forth in the Master Fund Transfer Agreement (MFTA), numbered _____ and executed with an effective date of _____ between Alpine County Local Transportation Commission (RTPA) and the Department of Transportation (STATE), are incorporated herein by this reference as part of this OWP Agreement.
3. This OWP Agreement obligates and encumbers only these following funding sources: State Highway Account – Rural Planning Assistance (RPA) funds, Federal Highway Administration (FHWA) State Research and Planning (SP&R) – Partnership Planning Element (FHWA – SP&R Part. Planning) and Federal Transit Administration Section 5304 (FTA Sect. 5304 as are specifically identified in Section 4 below). RTPA agrees to comply with FHWA and FTA matching requirements for “Consolidated Planning Grant” funds obligated and encumbered against this OWP Agreement: FHWA – SP&R Part. Planning, federal/local – 80/20; and/or FTA Sect. 5304, federal/local – 88.53/11.47 Rural Blueprint federal/local – 80/20. All local match funds are to be provided from non-federal sources.
4. Subject to the availability of funds, this FY OWP funds encumbered by STATE include, but may not exceed, the following:

<u>Funding Source</u>	<u>Funding</u>	<u>Mandatory Local Match, if applicable</u>
RPA – State Highway Account	\$ 116,000	\$
FHWA –SP & R Part. Planning	\$	\$
FTA Sect. 5313 (b)	\$	\$

5. Should RTPA expend funds in excess of those encumbered by STATE against this OWP Agreement, those costs shall be borne solely by RTPA.

Department of Transportation (STATE)


Authorized Signature

Ken Baxter
Printed Name of Person Signing

Deputy District Director for Planning
& Local Assistance
Title

7/23/09
Date

Alpine County Local Transportation
Commission


Authorized Signature

Brian Peters
Printed Name of Person Signing

Executive Secretary
Title

June 2, 2009
Date

(For Use by Caltrans Accounting Only)

The total amount of all federal funds encumbered by this document is \$:

Fund Title: _____

(For Use by Caltrans Accounting Only)

The total amount of all State funds encumbered by this document is \$:

Fund Title: _____

Item Chapter Statute Fiscal Year

E.A. /Subjob	Encumbrance Document Number
	(For Accounting Use Only)

Item Chapter Statute Fiscal Year

E.A. /Subjob	Encumbrance Document Number
	(For Accounting Use Only)

I hereby certify upon my own personal knowledge that budgeted funds are available for the period and expenditure purpose stated above.

Signature of Department of Transportation Accounting Officer

Date



COUNTY OF ALPINE
Board of Supervisors

MINUTE ORDER 2009-04

LOCAL TRANSPORTATION COMMISSION
COUNTY OF ALPINE

TO: Department of Public Works
75-A Diamond Valley Road
Woodfords, CA 96120
Attn: Brian Peters/Scott Maas


FROM: Alpine County Local Transportation Commission

RE: Action on Item 3.2 from the June 2, 2009 Local Transportation Commission Agenda.

At the regular meeting of the **ALPINE COUNTY LOCAL TRANSPORTATION COMMISSION** held on June 2, 2009, it was:

Moved by Commissioner Veatch/seconded by Commissioner Jardine and unanimously carried approving LTC2009-18, the 2009-2010 Overall Work Program and authorizing Executive Secretary Brian Peters to sign the overall work program agreement and other documents necessary for approval of the OWP.

DATED: June 2, 2009



BARBARA HOWARD
Alpine County Clerk and ex officio
Clerk of the Local Transportation Commission